

***Initial findings and recommendations from  
the snapshot report:***

# ***Seniors in Northeast Illinois***

Human Services Committee  
Monday, February 11th, 2008

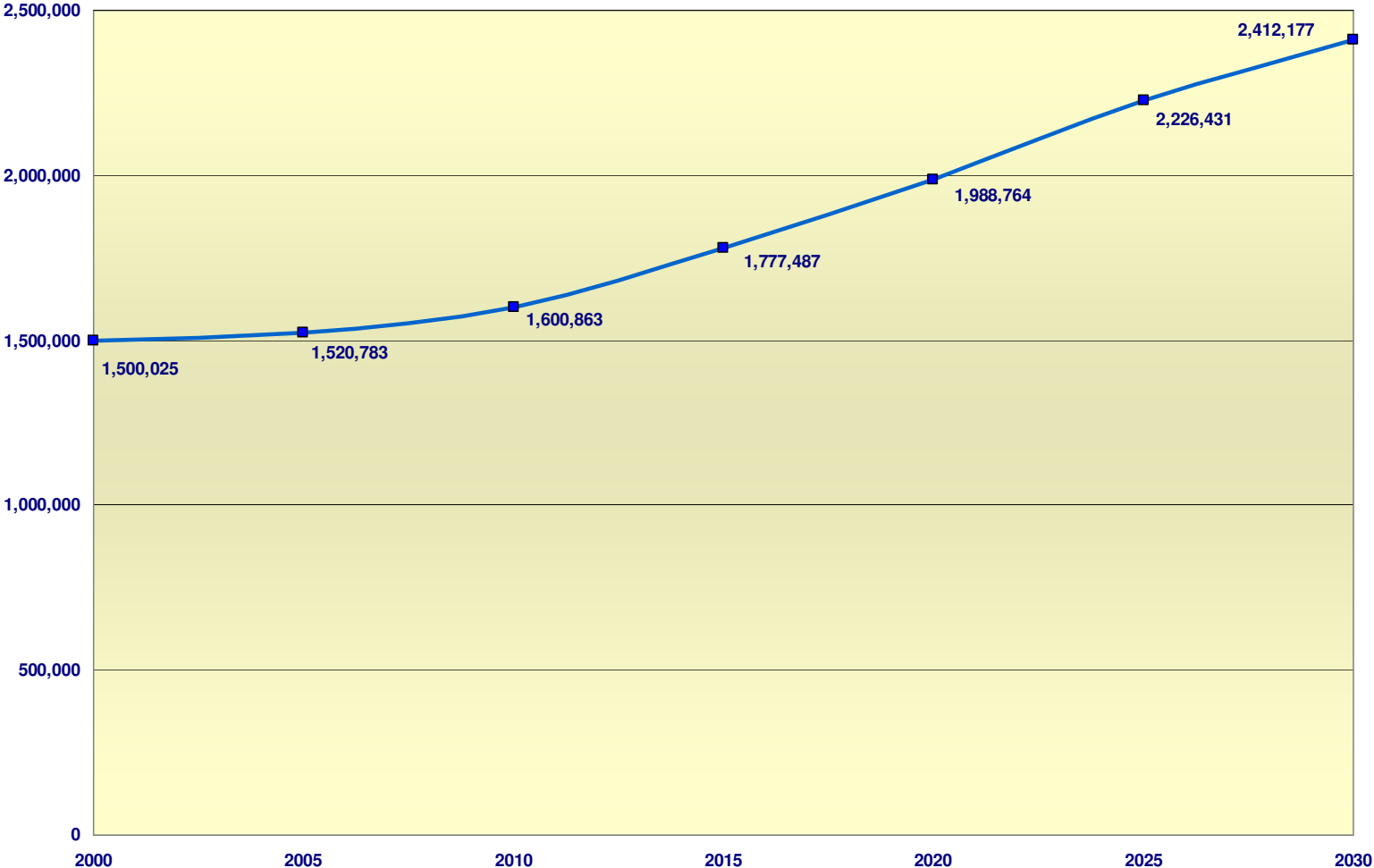
# Goals

- Present what we have at this time.
- Solicit feedback on what has been presented
- Outline the next steps in the process

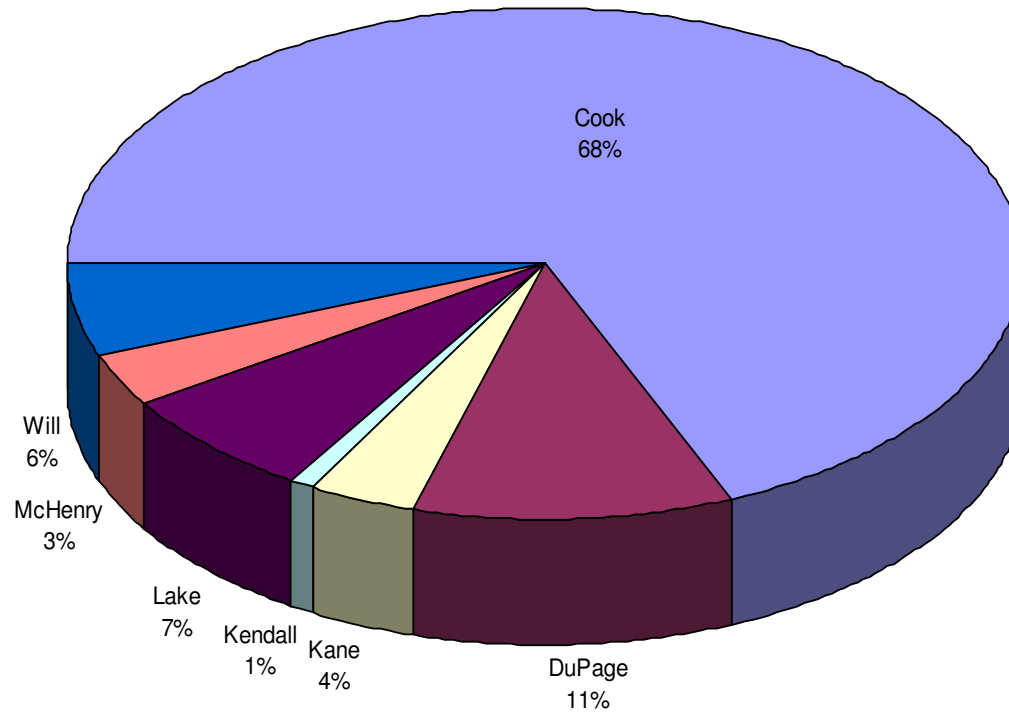
# Report Structure

- Overview of Senior Demographics
  - Recent trends
  - Racial/Gender differences
  - Geographic variations (City/suburb dynamic)
- Analysis of the interaction and relationship between Seniors and the following lenses:
  - Transportation
  - Land use
  - Employment/Income
  - Housing
  - Health
  - Education
- Recommendations
  - Policy
  - Planning
  - Future Studies

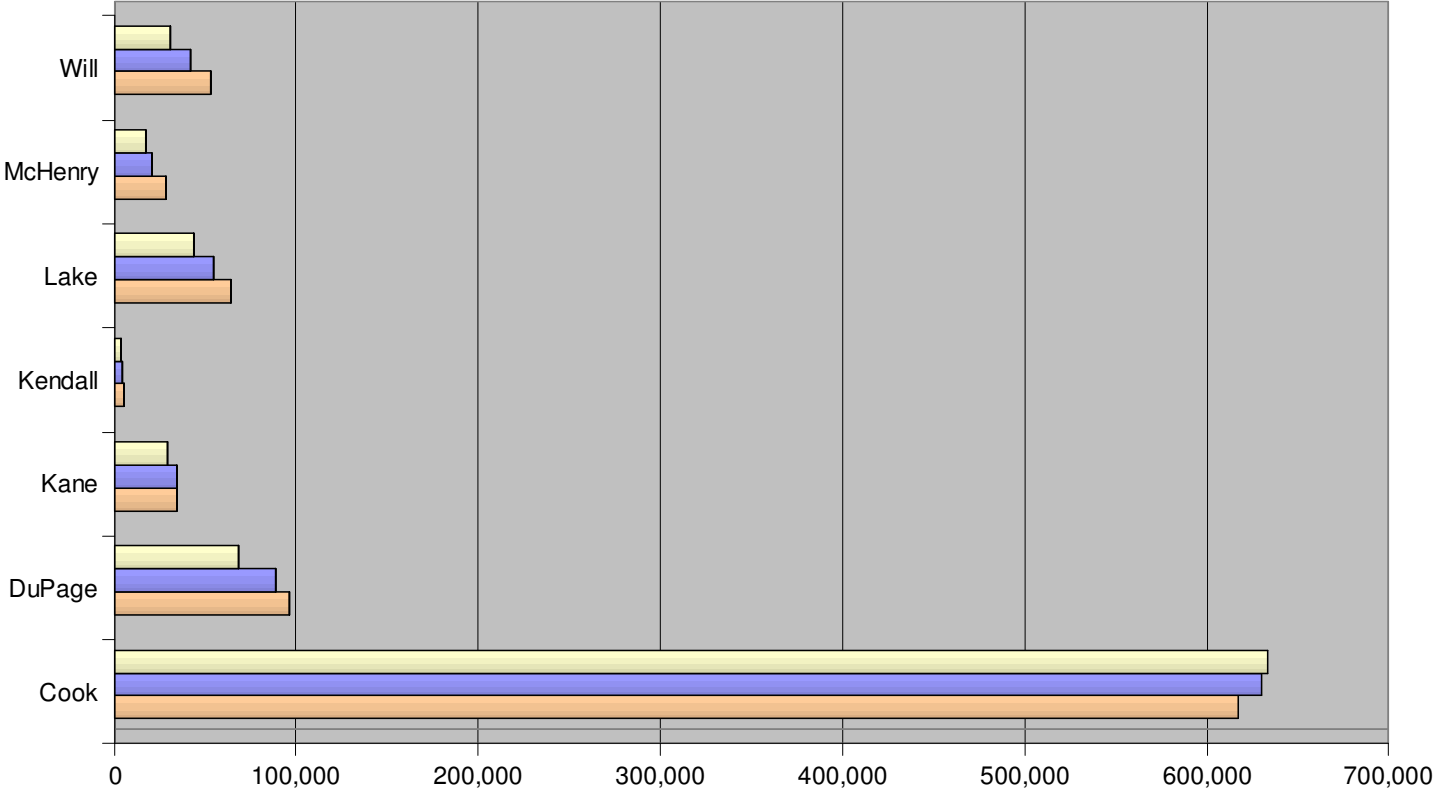
### Over 64 Population Projections for Illinois (U.S. Census Bureau)



Percentage of Over 64 Population by County in 2006

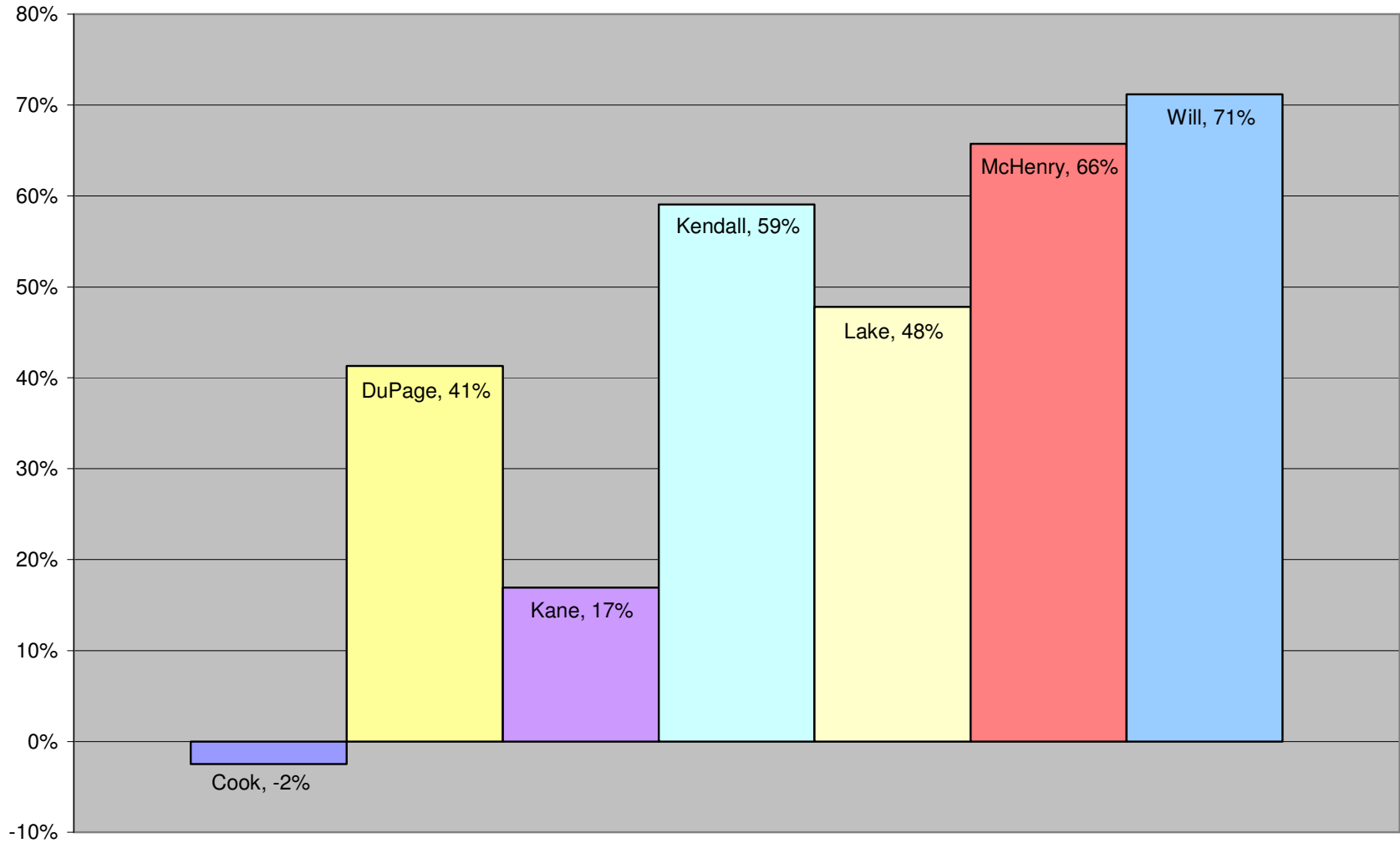


### 1990 - 2006 Senior Population

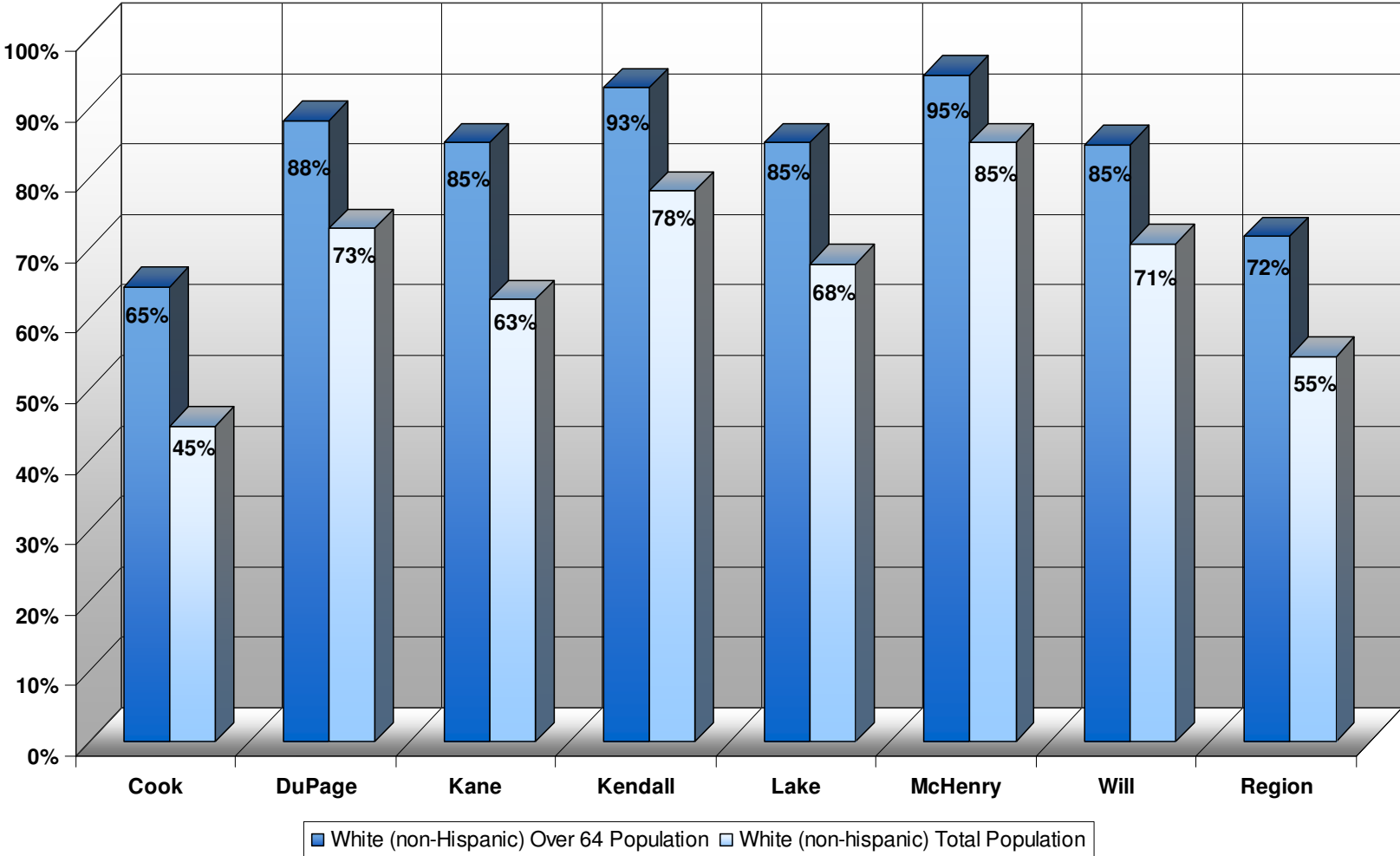


	Cook	DuPage	Kane	Kendall	Lake	McHenry	Will
1990	633,232	67,984	29,561	3,436	43,422	17,339	30,839
2000	630,265	88,794	33,981	4,635	54,989	20,913	41,610
2006	617,560	96,065	34,561	5,466	64,177	28,738	52,789

### Percent Change in the over 64 Population from 1990 - 2006 by County

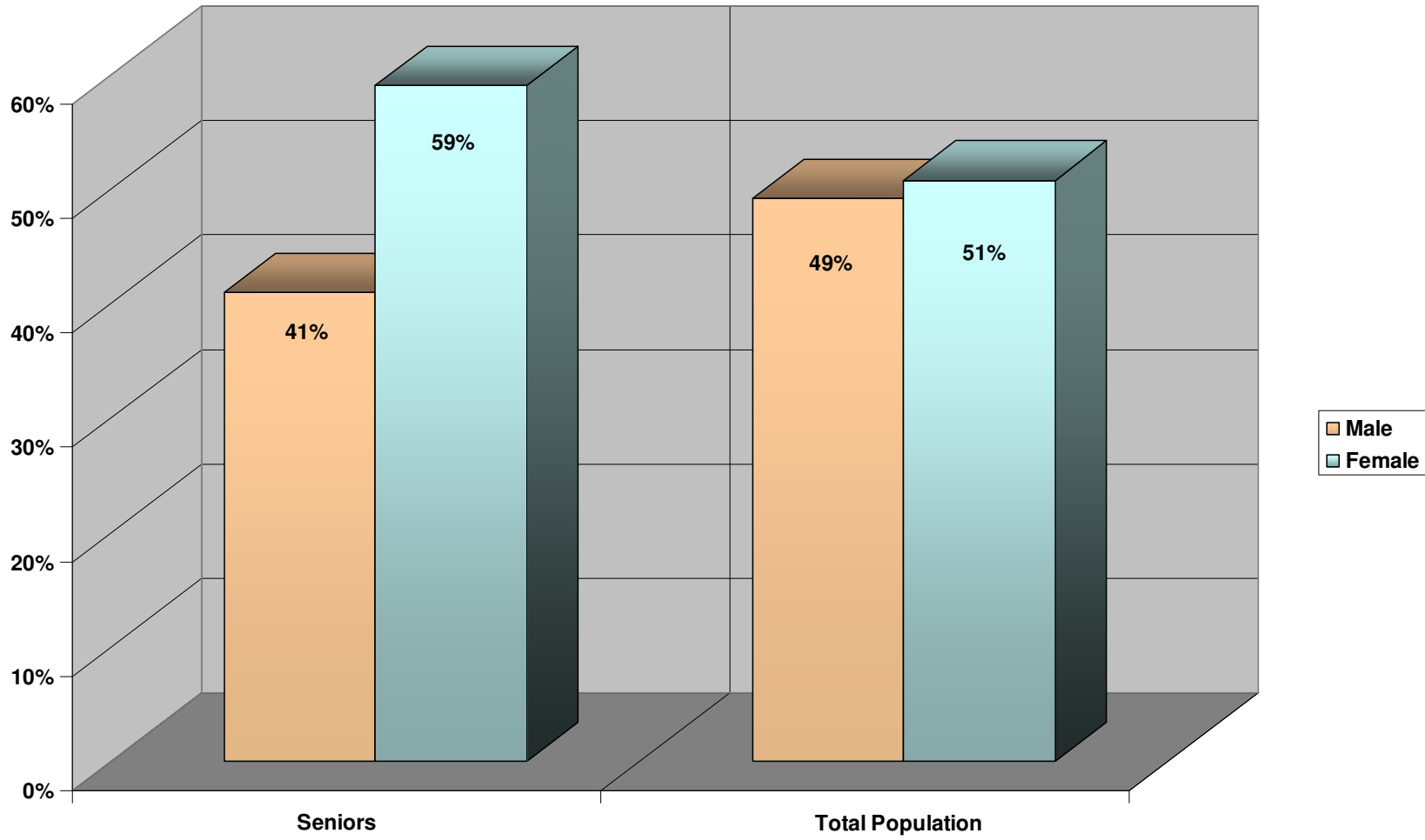


**Comparison of the over 64 white (non-Hispanic) population to the total white (non-Hispanic) population as a percentage of the total population by county and for the region**

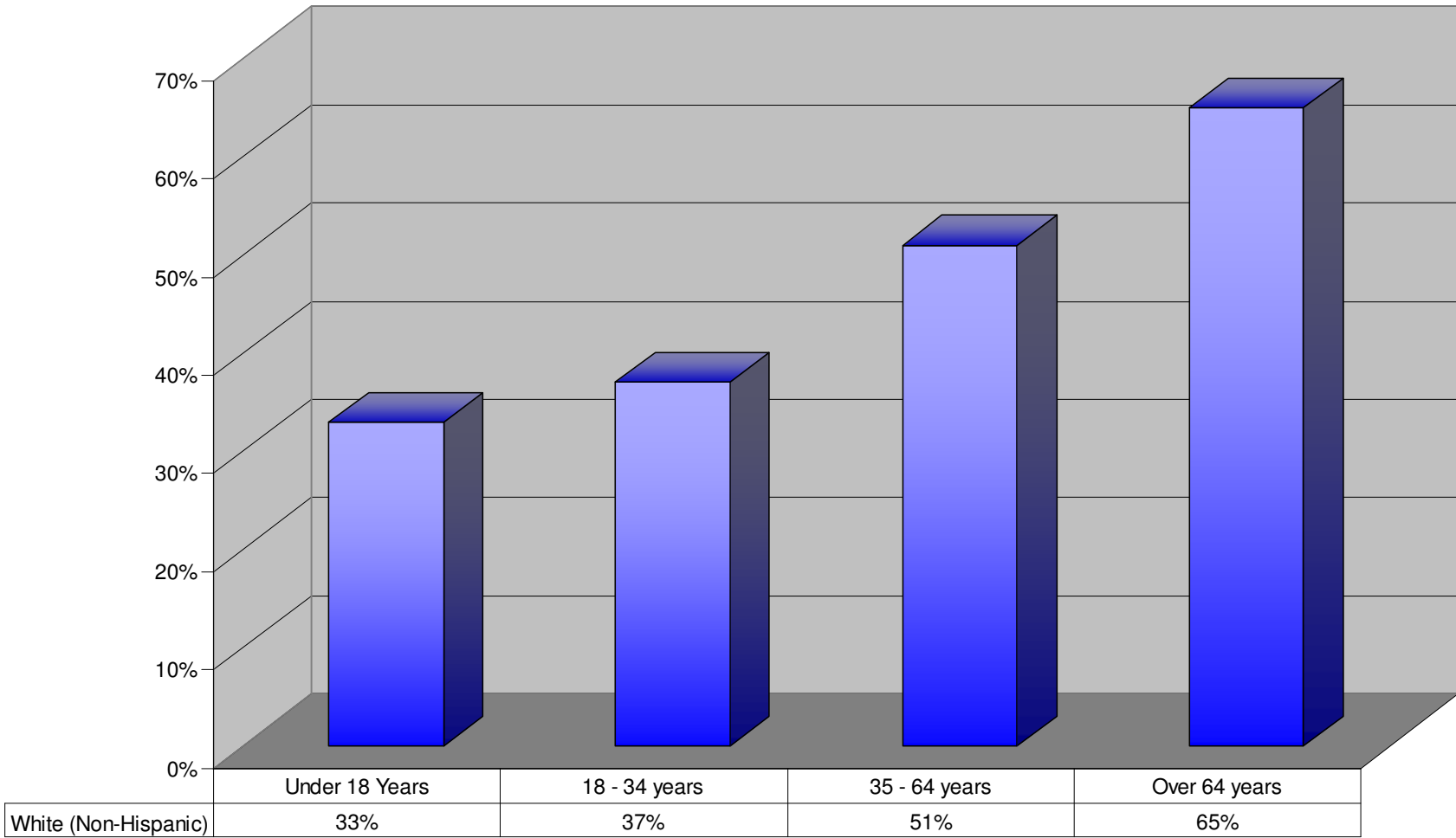




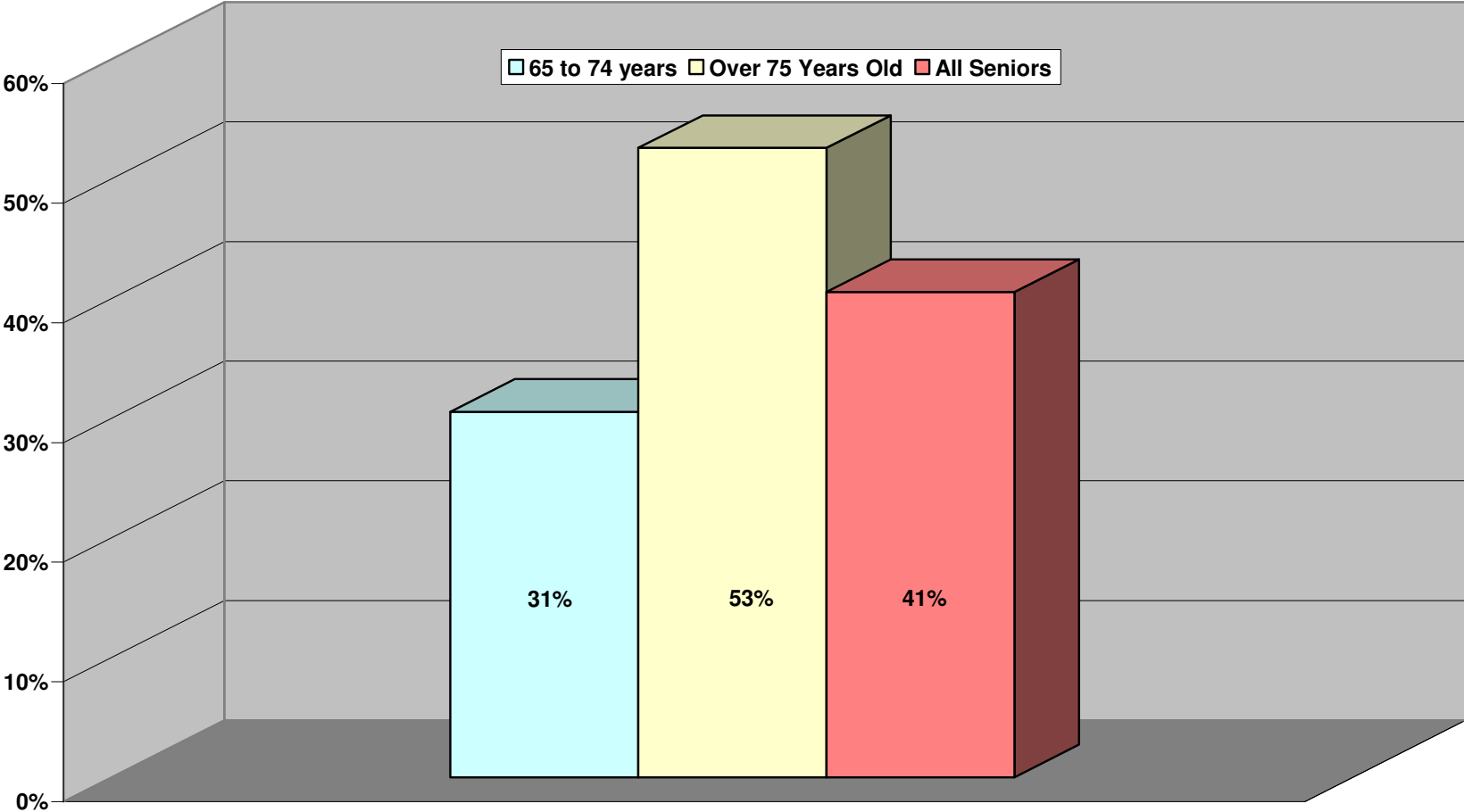
### 2006 Male/Female Ratios



### Cook County White (Non-Hispanic) Age Cohorts



Percentage of Seniors in the Region that are disabled.



# Transportation

*The main transportation issues for seniors are mobility and safety.*

## Mobility:

- Enables seniors to have a sense of independence.
- Enables personal choices to occur (to go where they want to when they want to).
- Is far more than a transportation issue, it is a quality of life issue.

## Safety issues:

- Feeling safe or unsafe directly effects senior mobility.
- Enhancing safety for seniors can be addressed in a number of ways.
- Safety for older drivers is viewed by the medical community as a public health issue.

## ***Transportation (cont.)***

### **Distribution of daily trips by mode of transportation <sup>a</sup>**

Mode	Age: 19–64	Age: 65 +
Driving	89.5%	89.3%
Driving Alone	48.2%	44.4%
Driving with others	41.3%	44.9%
Transit	1.8%	1.2%
Walk	7.5%	8.4%
Other <sup>c</sup>	1.2%	1.2%

<sup>a</sup> Source: The 2001 National Household Travel Survey, Daily Trip File, U.S. Department of Transportation.

<sup>c</sup> "Other" includes riding a bike.

## ***Transportation (cont.)***

*Daily Travel: Percent drivers by age and sex*

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<b>Age</b>	<b>Male</b>	<b>Female</b>
<b>19-64</b>	94.8%	91.5%
<b>65+</b>	90.0%	79.8%

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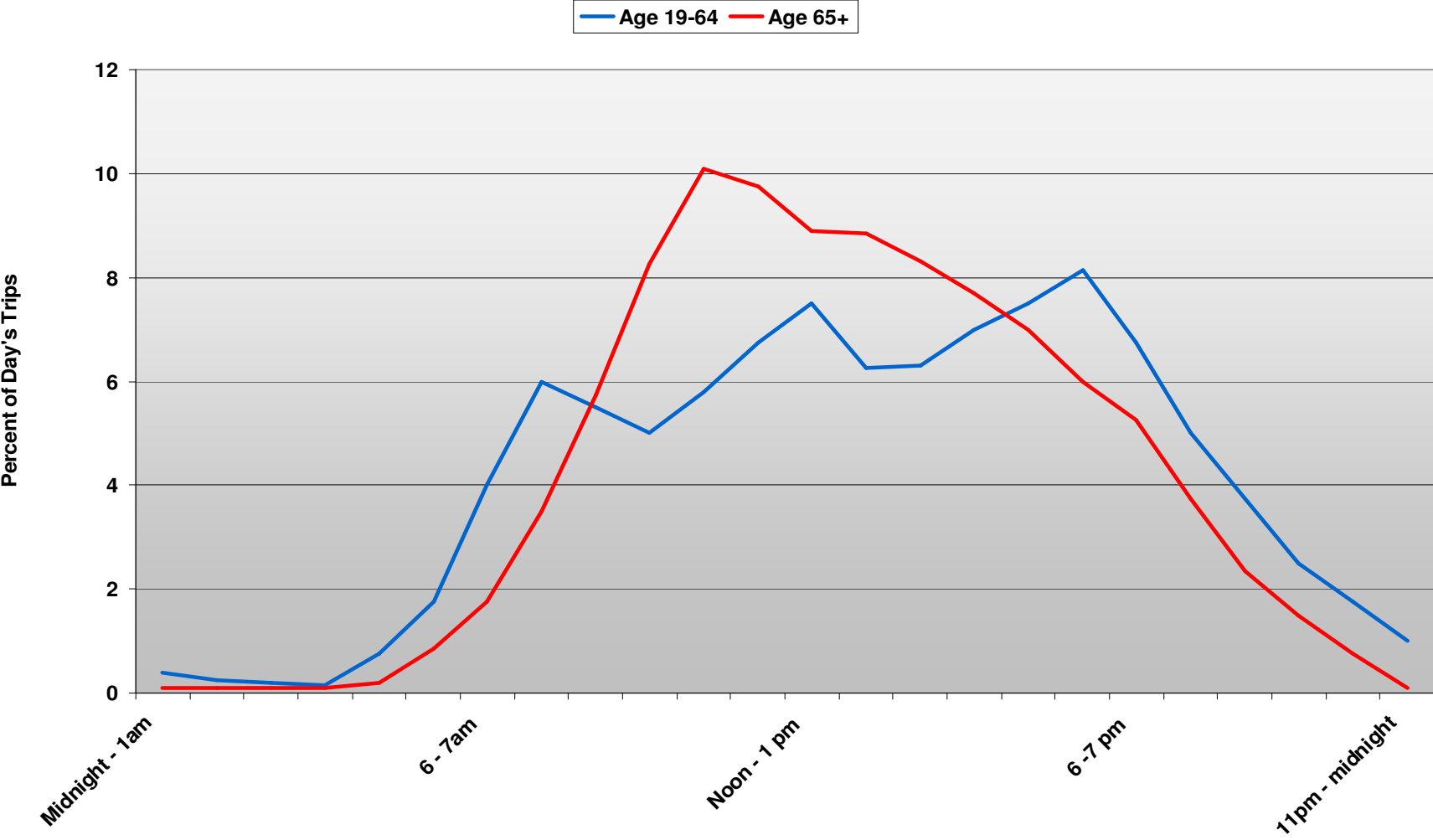
*Over 64 drivers: Mean driving time and distance*

<b>Males</b>	<b>Females</b>
57 minutes	26 minutes
27 miles	9.5 miles

Source: The 2001 National Household Travel Survey, Daily Trip File, U.S. Department of Transportation.

# Transportation (cont.)

Distribution of Trips by Time of Day



## *Transportation (cont.)*

### **Daily travel: Distribution of trips by trip purpose <sup>a</sup>**

Purpose	Age: 19– 64	Age: 65 +
Work/work-related	16.1%	3.1%
Shopping	13.2%	18.3%
Family/personal business	16.4%	17.5%
School	0.9%	.1%
Religious	1.3%	2.6%
Medical/dental	1.3%	2.9%
Social/recreation	17.1%	19.4%
Return home	32.7%	34.8%
Other	1.0%	1.2%

<sup>a</sup> Source: The 2001 National Household Travel Survey, Daily Trip File, U.S. Department of Transportation.



## *Transportation (cont.)*

### **2006 Illinois Drivers Data:**

Over 1.1 million drivers that are 65 years or older.

Over 75% of all older adults (64+) are licensed drivers.

Over 40% of all older drivers are over 75 years old.

***By 2030 the number of older drivers in Illinois could increase by more than 700,000 to 1.8 million.***

# *Transportation (cont.)*

## **II Drivers License Requirements:**

- Expirations
  - Drivers age 21 through 80 are issued licenses that are good for four years and expire on their birthday.
  - Drivers age 81 through 86 are issued licenses good for two years.
  - Drivers age 87 and older must renew their licenses each year.
  
- Test Requirements
  - Vision screening is mandatory.
  - All persons age 75 and over must take a driving test.
  
- Medical Condition
  - By law, required to file a [Medical Report Form](#), completed by your physician, if:
    - you have any medical or mental condition which could result in a loss of consciousness or any loss of ability to safely drive a vehicle, or
    - you take any medications that may impair your ability to drive.

## ***Transportation (cont.)***

*Older drivers in Illinois have relatively low crash rates but if they are involved in a crash they are at a higher risk of being in a fatal crash.*

	<b>16–20 Years of Age</b>	<b>21-64 Years of Age</b>	<b>65 Years or Older</b>
<b>Total Crash Rate*</b>	124.92	75.25	41.97
<b>Fatal Crash Ratio*</b>	2.50	2.57	3.35

\*Drivers involved in all crashes per 1,000 licensed drivers  
Source: IDOT 2006 Illinois Crash Facts and Statistics

## *Transportation (cont.)*

### Seniors and Injuries:

- Motor vehicle injuries are the leading cause of injury related deaths among 65- to 74-year olds.
- Motor vehicle injuries are also the second leading **cause** (after falls) in the 75 years and older age group.

Source: America Medical Association “Physician’s Guide to Assessing and Counseling Older Drivers”, 2003

# ***Transportation (cont.)***

## Public Transportation

- Fixed Route Public Transit includes CTA, Pace, and Metra routes.
  - About 250,000 seniors had signed up for the RTA reduced fare cards.
  - Starting March, 2008 seniors can ride the buses and trains (fixed-route system) for free.
  
- ADA Paratransit operated by Pace in the 6 county region (doesn't exist in Kendall County).
  - Available in areas that are with  $\frac{3}{4}$  of a mile of a fixed route bus.
  - About 175,000 monthly ADA trips are made in Chicago.
  - About 41,000 ADA monthly trips are outside of Chicago.
  
- Demand Responsive operated by Pace, Counties, Municipalities, Townships, etc.
  - About 90,000 monthly trips
  - Ride DuPage has about 5,500 monthly trips
  - Ride-in-Kane started in February 2008.
  
- 5310 and 5311 program:

FTA funding for public transportation capital projects planned, designed and carried out to meet the special needs of elderly individuals and individuals with disabilities. Primarily this is how many non-profit organizations are able to be vans or small buses. Typically the cost are 80% federal and 20% local with the state picking up the local share.
  
- RTA's Human Service Transportation Plan <http://jarcnf.rtachicago.com/jarc-nf/hstp.html>
  - Design to provide guidance on how to better coordinate services
  - Used to help select JARC and New Freedom projects.

# ***Transportation Recommendations***

## **Driving related Recommendations:**

- Plan for an aging population.
  - Understand physical, cognitive, and other changes that can affect older drivers.
  - Understand older driver patterns and habits (trip purpose, time of travel, etc.)
  
- Improve the roadway and driving environment to better accommodate older drivers' special needs.
  - Federal Highway Administration, "The Older Driver Highway Design Handbook." FHWA-RD-97-135 (January 1998).
  - Makes use of available information at the FHWA website [http://safety.fhwa.dot.gov/older\\_driver/index.htm](http://safety.fhwa.dot.gov/older_driver/index.htm)
  
- Identify older drivers at increased risk
  - Integrate the AMA Physicians training guide into non-physician medical environments (Clinics, Drug Stores, etc.)
  - Review the reporting mechanism that currently exist that identifies at risk older drivers.
  - Develop a hotline or website that can be used to alert the proper authorities to a potential safety hazard.
  
- Improve older adults' driving competency.
  
- Reduce the risk of injury and death to older drivers and passengers involved in crashes.
  
- Revisit roadway design guidelines.

(Based on "Guidance for Implementation of the AASHTO Strategic Highway Safety Plan Volume 9: A Guide for Reducing Collisions Involving Older Drivers")  
[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_500v9.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v9.pdf)

## ***Transportation Recommendations***

- Support alternative transportation options.
- Developed Coordinated Public Transportation options
  - Enhance Senior outreach and training to use the fixed route system.
  - Pilot fixed route designs that meet the needs of seniors.
  - Work on design elements that make the system user friendly and accessible.
  - Work to eliminate barriers to mobility (geographic, time, cost).
- Develop a coordinated process by which a senior can go from driving to non driving and still meet their mobility needs.
- Have a system in place where seniors that have never driven before can have mobility.

# Education

## Educational Attainment level

- Chicago Area Attainment Data
- City versus suburb
- Generational changes

## Educational Opportunities

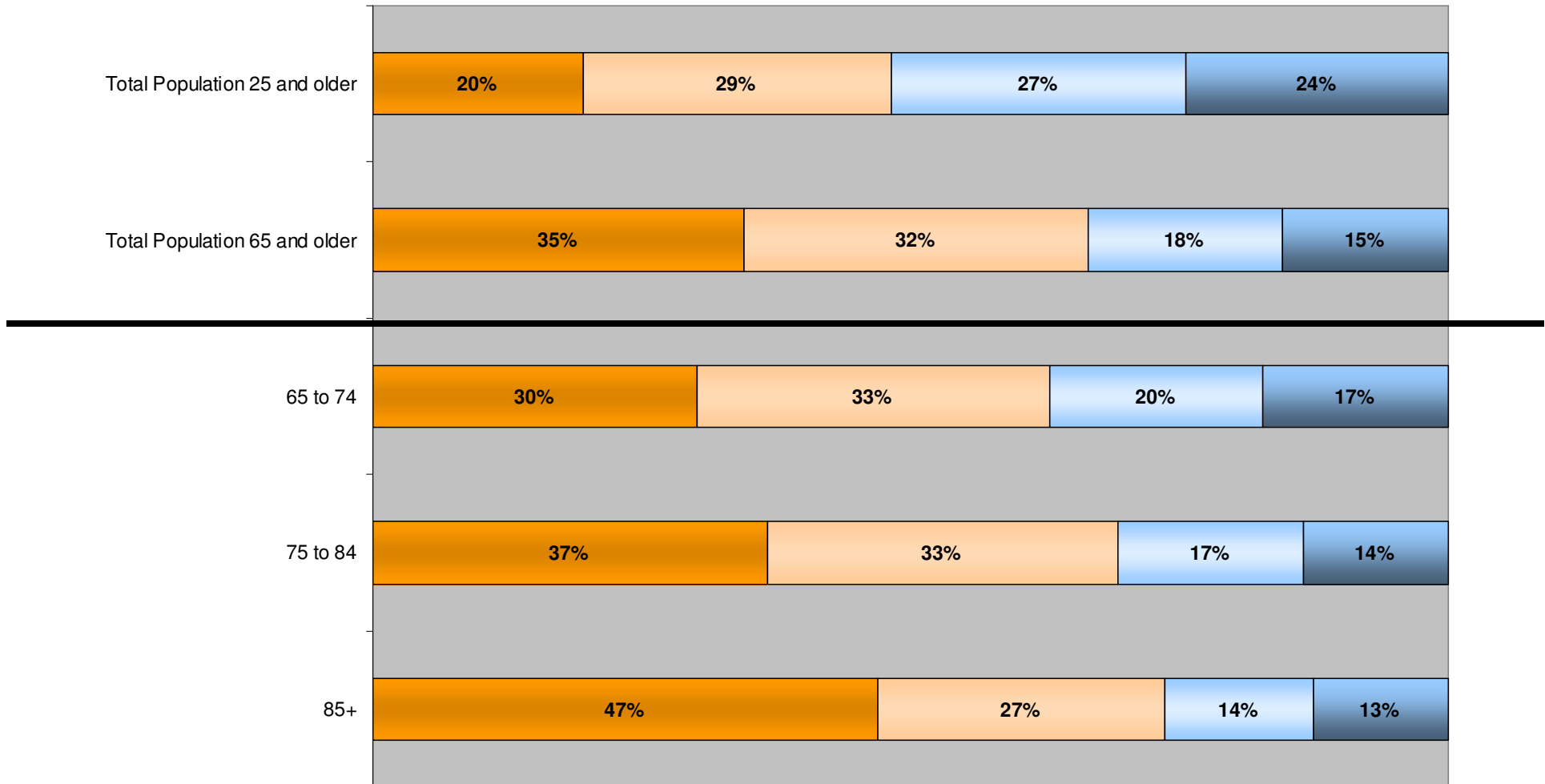
- Job Training
- Self improvement
- Increased Knowledge of Government Programs
- Increasing Caregiver's knowledge
- Volunteering



# Education (Cont.)

## Educational Attainment Level

■ Less than High School Graduate ■ High School Graduate ■ Some College or associate's degree ■ Bachelor's degree or more



**TABLE 18A SOCIAL AND DEMOGRAPHIC PROFILES OF CITY AND SUBURB POPULATIONS**  
**AGE 65+, 2005\*\***

Social and Demographic Profiles*	Total US		Northeast and Midwest*		South and West	
	Principal Cities**	Suburbs**	Principal Cities**	Suburbs**	Principal Cities**	Suburbs**
<b>Education</b>						
Percent College Grad	21.7	21.3	16.3	20.5	25.1	21.9
Percent with Some College+	40.3	41.1	30.5	38.4	46.5	43.4
Percent not High School Grad	27.8	21.8	33.1	20.7	24.5	22.7
<b>Race-Ethnicity</b>						
Percent White#	63.1	85.2	62.3	92.6	63.7	78.9
Percent Black#	18.4	4.9	24.5	3.7	14.6	6.0
Percent Hispanic	10.8	5.8	8.2	1.9	12.4	9.2
Percent Other#	7.6	4.0	5.0	1.9	9.3	5.9
<b>Poverty</b>						
Percent of Persons in Poverty	13.6	7.1	18.5	5.9	10.5	8.1
<b>Household Income</b>						
Percent \$50,000 and over	22.0	25.0	17.8	23.6	25.0	26.2
Percent \$25,000 to \$50,000	24.8	29.6	22.2	30.1	26.5	29.2
Percent Under \$25,000	53.2	45.4	60.1	46.3	48.5	44.6
<b>Household Type</b>						
Percent Married Couple Families	36.5	45.4	31.7	43.6	39.8	47.1
Percent Male Headed Families	2.5	1.9	3.0	1.9	2.1	1.8
Percent Female Headed Families	9.8	7.6	10.2	6.6	9.5	8.5
Percent Male Headed Nonfamilies	16.6	11.7	17.6	11.7	16.0	11.7
Percent Female Headed Nonfamilies	34.7	33.4	37.6	36.2	32.7	30.9
<b>Homeowners</b>						
Percent Homeowners	69.1	84.6	60.5	82.5	75.1	86.5

\* Household heads or persons of specified ages

\*\* Identified as principal cities and suburbs (balance of metropolitan area) in 2005 Current Population Survey Public Use File (the geography of 1.5% of the population is not identified)

# Pertains to Non-Hispanic members of racial group

Source: William H. Frey analysis of 2005 Current Population Survey

Education  
(Cont.)

## Education (Cont.)

### **EDUCATIONAL ATTAINMENT** (Chicago MSA)

	<b>Total (over 25)</b>	<b>65 years or older</b>
Less than high school graduate	15.4%	27.2%
High school graduate (includes equivalency)	26.8%	34.0%
Some college or associate's degree	26.2%	19.8%
Bachelor's degree or higher	31.6%	19.1%

Source: U.S. Census Bureau 2006 ACS

# Education Recommendations

- Recognize and plan for different educational attainment levels in the City versus the suburbs.
- Expand upon efforts to provide opportunities for continuing education at a variety of levels.
- Provide job training geared specifically for seniors.
  - Those who need to acquire new skills.
  - Those that are entering the work force for the first time.
  - Specific training for part time jobs.
  - Training for volunteer positions.
- Increase education and outreach to help seniors understand various government programs and services.
  - Programs that are available to seniors.
  - Basic government services
  - Other
- Expand programs and outreach to spouses that are widowed so that they are better able to meet the many new challenges that may face them.

# Healthcare

- Seniors are at increased risk for a number of diseases and other ailments.
- Long-Term Care issues: whether they involve assistance in the form of maintaining a home, errands, medication management, eating, dressing, bathing and other personal care tasks or are institutional such as a nursing home.
  - Cost is a major consideration.
    - Government cost (Medicaid, Medicare, taxes, etc.)
    - Private insurance
    - Out of pocket cost.
- Healthy lifestyles, preventive care, and a better understanding of risk factors can greatly reduce many health related issues.

# Healthcare Recommendations

- Enhance the many systems that are already in place so that they may be able to meet increased demand.
  - Plan to increase healthcare providers and facilities
  - Plan for increases in the use and need for prescriptions.
  - Plan for alternative methods of healthcare delivery
    - Stores (Wal-Mart, etc.)
    - Pharmacies with Nurse Practitioners
- Support the development of the Regional Healthcare safety net concept.
- Support efforts throughout the region that:
  - Promote healthier lifestyles
  - Provide more opportunities for physical activities
  - Provide increase awareness of health related risk factors for seniors, caregivers, family and friends.
  - Enhance opportunities to increase social networking and activities.
- Prepare for increases in the need for Mental health services

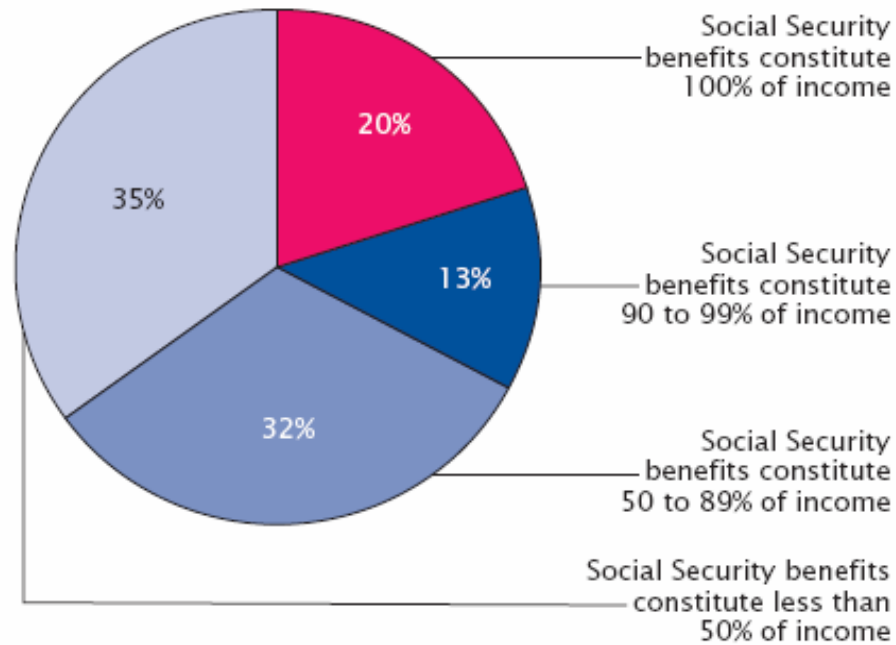
## Employment/Income

- Many seniors are far more financially stable than past generations.
- Data indicates that there are increasingly wider income gaps between Seniors in poverty and Seniors not in poverty.
- Suburban Seniors are far more likely to have a higher household income than seniors in Chicago.
- As life expectancies continue to increase financial pressures will likely increase.
  - Social security adjustments will likely need to be made
  - Saving plans will likely need to be altered.
  - It will become increasingly important to plan for long-term care.
- Many Seniors will either continue to work past 65 or will re-enter the workforce, often as a part time employee.

# Employment/Income

Figure 4-10.  
**Social Security Recipients Aged 65 and Over by Relative Importance of Social Security to Total Money Income: 2001<sup>1</sup>**

(Percent distribution)



<sup>1</sup> The term "Social Security recipient" does not refer to individuals but refers to an "aged unit," which is defined by the Social Security Administration as a married couple with a husband or a wife aged 65 or over, or a person aged 65 or over who does not live with a spouse.

Note: The reference population for these data is the civilian noninstitutionalized population.

Source: Social Security Administration, 2003a. For full citation, see references at end of chapter.



## Employment/Income Recommendations

- The need to remain employed will exist for many seniors as will the desire and ability.
  - Plans to accommodate an increasingly larger number of seniors in the workforce will need to be devised and implemented.
  - Transportation planning will need to take Seniors into consideration
  - Job training and job availability for seniors will need to be part of the economic development plans that the region puts forth.
- Many seniors will be in a position to donate time and/or money.
  - Creating a strategic plan or an approach that encourages those who can give to give back within region should be addressed.
  - The region would be well served to develop a mechanism that engages and enables seniors to volunteer in a variety of ways.
- The region will likely need to enhance support systems, subsidy's, tax breaks, etc. for those seniors that need financial support.

## Land Use

- The region needs to develop plans and encourage growth that enables seniors to function in the communities they currently live in.
- Data and research suggest that the vast majority of seniors in the region will chose to age in place.
  - Communities need to design and retrofit facilities, neighborhoods, etc. to accommodate this increasingly large group of seniors.
  - The region needs to promote multi-use and possibly higher density in targeted areas. One such area may be where clusters of seniors either live or are planned for.
- Facilities that Seniors most often use needs to be in accessible locations, near one another, and available by a variety of modes of transportation.

# Housing

- Need for more senior housing
  - Seniors centers.
  - Age restricted subdivisions
  - Mixed housing
- Housing designs need to accommodate seniors in all types of housing.
- Affordability and maintenance are issues throughout the region but specific areas may need greater attention and planning.

# Conclusion

- Planning for Seniors needs to be one of the fundamental underpinnings of the Regional Comprehensive Plan.
- There will be significantly more seniors over time in the region
- Senior issues are complex and often vary by geography, income, education, etc.
- Seniors impact nearly all facets of the region.
- Seniors vote.
- We need to gain a better understanding of the characteristics associated with subsequent groups of seniors

# Next Steps

- Add more information to the report
- Incorporate feedback
- Revise the draft documents and presentation
- Solicit more feedback
- Present finding to working committees
- Prepare PowerPoint, Ex. Summary, report
- Finish this spring.